



“It’s dangerous up there...”



A remarkable woman by the name of Zola Hamm decided at the young age of 70+ to take on the task of obtaining her instrument rating. Zola had learned that her aviator friends Debbie Alke and Jeanie Bystrom of Helena had passed the instrument written test after attending a ground school taught by Brent Vetter. A friend said, “Why don’t you go for it Zola?” which is exactly what she did.

Zola became inspired, and after setting a goal to pass the written test, devoted her summer to studying every government book she could find. Tests don’t bother Zola much as she took five of them to obtain her extra class amateur radio license. Plus, she enjoys the learning process and the challenges that come with it. On September 15, 2001, she successfully achieved her goal and passed the FAA Instrument Written Exam.

She and her husband Harold (from whom she received constant support throughout, as he knew first-hand what it took to get an instrument rating) migrated to Lake Havasu City for the winter. With the good fortune of finding a fantastic and demanding flight instructor she set her next goal of passing her check ride before spring. Zola’s focus and commitment were evident as she tried to fly two to three times a week, while watching the King instru-

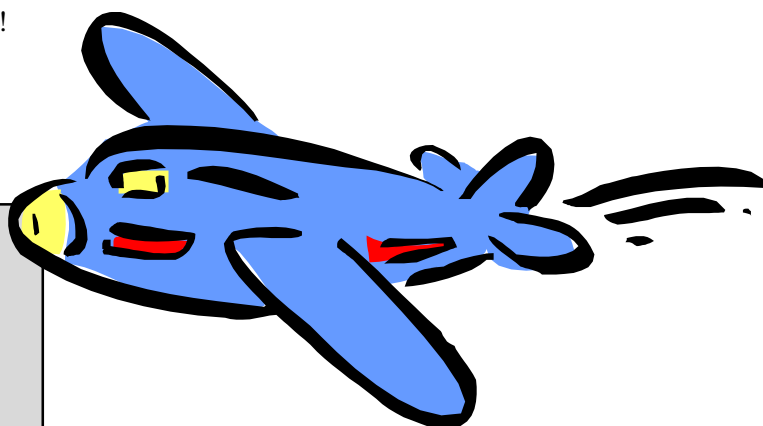
ment tapes in between in preparation for the ride. Harold claims that all he did was “change the oil” for Zola, while keeping himself busy working on the RV-6 that he is building.

Harold’s encouragement kept Zola flying past those mental bumps in the road, and he would tell friends during her flight instruction that, **“It’s dangerous up there because the sky is full of little old ladies in their 70’s taking instrument instruction.”** He would even fly with Zola as safety pilot to “keep her in the groove” when her instructor was out of town.

On April 27, 2002, Zola received her instrument rating (or as she likes to say, “A license to learn”). She feels thoroughly blessed to have had the opportunity to excel, and believes that she could not have achieved such lofty goals were it not for the support of her husband Harold. This summer she kept herself busy by practicing instrument holds and approaches, referring to it as, “like being in a candy store: sooooo much fun!”

Congratulations Zola – you truly are one extraordinary lady!

Glacier Park International Airport has 80 used runway edge lights including 30-inch standards with bases, the lenses, and the connectors. These items are ready on pallets and would be transferred to any other Montana airport at no cost. For information call Monte Eliason (406) 257-5994.



Administrator's Column



Changes to Loan/Grant Application

Deadline/Procedures: Recently the Montana Aeronautics Board met and discussed the airport loan and grant application and approval process. A supplemental information page will be required with all loan and grant applications. Applications are due into Montana Aeronautics on **November 22**. This deadline has been moved up to allow the Aeronautics Board to allocate funds earlier in the year. The Board will meet January 16-17 in Helena to consider all applications. For more information or to obtain forms please contact Jim Greil of our office. ➔

Mesaba Purchases Big Sky Airlines:

Mesaba Holdings, Inc., a regional air carrier affiliated with Northwest Airlines announced it will purchase Big Sky Transportation Co. of Billings. Big Sky provides regional air service to 20 cities in Montana, North Dakota, Washington, Colorado and Idaho. Mesaba plans to operate Big Sky as a wholly owned subsidiary and company headquarters will remain in Billings. According to Big Sky Airlines president and CEO this will give the Billings-based airline improved financial security and more opportunities to grow. Beginning November 13 Big Sky will operate three daily round-trip flights Monday through Friday and one round-trip on Saturday and Sunday between Olympia Regional Airport and Spokane International. ➔

Missoula Company's Products to Be

Tested by NASA: Montana State University TechLink center announced that NASA will test a new coating developed by Aircraft Finishing Systems of Missoula

for use on future spacecraft. EverShield TM a clear ceramic protective coating for aircraft forms a durable and flexible barrier against the elements. EverShield will be tested at NASA's Glenn Research Center, Electro-Physics Branch to determine how well the coating can protect satellites from the harsh environment of space. The agreement between NASA and Aircraft Finishing Systems was facilitated by TechLink in Bozeman, a federally funded organization that helps move technology to market. Tammy Yedinak, president of Aircraft Finishing Systems, said, "the product offers excellent coverage, durability, and corrosion protection as well as being environmentally friendly and EPA compliant, and has the potential to greatly reduce the costs of protective coatings for spacecraft". Aircraft Finishing Systems manufactures a line of environmentally friendly paints, primers and topcoats for use on aircraft. TechLink is funded by the Department of Defense and NASA to link companies in Montana and the surrounding region with federal laboratories for joint research and technology transfer. Its purpose is to contribute to the success of both technology-based companies and key resource-based industries in the state and region. For more information contact David Weston at (406)994-7477, dweston@montana.edu. Congratulations and best of luck to Tammy and Paul Yedinak on this exciting venture. ➔

House Begins Transportation Appropriations Mark-Up:

The aviation bill as drafted would provide a total of \$13.6 billion for FAA; including \$7 billion for operations; \$2.98 billion for facilities and equipment; and \$3.4 billion for the AIP program. The bill rejects an Administration proposal that would allow AIP funds to be used for security improvements. The draft bill includes \$5.1 billion for programs of the Transportation Security Administration, including \$4.36 billion for aviation security; \$15 million for inter-city bus security and \$100 million for port security measures. Last week airline officials from Delta, Northwest, American and AirTran Airways gave suggestions to congress to assist with the airlines' financial situation – including elimination of airline security fees, providing terrorism insurance for one year and eliminating security taxes de-

signed to pay for the federal government's aviation security programs. House Aviation Subcommittee Chairman John Mica said he would work with the Transportation and Infrastructure Committee to write legislation to address some of the concerns. During a Senate Commerce Committee hearing examining the financial status of the airlines, Senator Conrad Burns said that Congress "has done nothing for general aviation" and that the TSA has gone in the wrong direction from what Congress intended with respect to security regulation and demanded something be done for general aviation's staggering losses. ➔

Blakely Confirmed: The U.S. Senate confirmed by unanimous vote the appointment of new FAA Administrator Marion C. Blakey; she was sworn into office for a five-year term on Friday, September 13. ➔

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Calendar

December 2, 2002 – Aeronautics Board Meeting. – Montana Aeronautics Division – 2630 Airport Road – Helena. For information phone (406) 444-2506.

January 16 & 17, 2003 – Aeronautics Board Loan & Grant Review – Helena. For information phone (406) 444-2506.

January 24-26, 2003 - Winter Survival Clinic, Helena. For further information phone (406) 444-2506.

February 7& 8, 2003 – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

February 27 – March 1, 2003 – Montana Aviation Conference, Holiday Inn, Missoula – (800) 399-0408 or (406) 721-8550. For further information phone Montana Aeronautics Division (406) 444-2506.

BASIC FLYING RULES

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.



HAPPY HALLOWEEN



Club Podvig's Annual Visit

Loren Smith and Jane Mart hosted Club Podvig of Magadan Russia on their annual tour of the western United States. Activities included an authentic Russian dinner with entertainment provided by the cadets at the KOA campground in Great Falls on August 27th, and a trip to Helena to fly with Jeanne MacPherson on September 4th.

Club Podvig will celebrate their 25th anniversary on May 14, 2003. Club Director Vladislav Akolzin says the club was started because “One can’t raise a boy by only telling him nice words, a boy needs a model, he needs actions and adventures, that’s why Club “PODVIG” was created.”



Mountain Search Pilot Clinic - 2002

This year's Mountain Search Pilot Clinic was held in Kalispell September 13-15. Thirty eager participants received two hours of dual flight training, ELT instruction, survival and observer instruction, Mountain/Canyon Flying tips and techniques and search pilot maneuvers. Pilots once again gave the clinic rave reviews after receiving top notch instruction from the "best" in Mountain Flying, Jeanne MacPherson, Wendy Beye, Wayne Turner, Bill Werner, Fred Hasskamp and Sparky Imeson, hands on ELT instruction taught by Peter Graf, Hugh Wilkins and Ray Sanders. And survival & observer instruction taught by survival experts Skip Stoffel and Paul Green of Emergency Response International. Montana's search & rescue system would not be possible without the many volunteers that make this clinic the big success that it is, thank you to Kirk Baker, Bob Miller, Edwards Jet Center, Mike Campbell, Wendy Beye, Ed Ethridge and Ed Croymans for the use of their aircraft during the clinic; and to the Aero Inn; National Guard; Red Eagle Aviation and Outlaw Inn whose facilities are a must in keeping the clinic running smoothly and last but not least the 30 pilots who attended the clinic this year. Check out the article from Mike Quinn who attended this year for a pilot's perspective on the clinic and all that it has to offer (page 6).



Pilots had the tough duty of flying in and out of awesome backcountry airstrips like Schafer Meadows!



Pilot's took time to pick knapweed while waiting their turn up at Meadow Creek, pictured are (l-r) Wayne Turner, Bill Ethridge, Bobbi Powers and Jack Gillespie.



Pictured (l-r) Robert Shropshire, Karl Roesch, Aaron Wass and Sparky Imeson prepare for flight after lunch.



We are happy to have Wendy Beye back again as an instructor, she was honored to fly in memory of Stan Read. Pictured are (l-r) Mike Quinn, Wendy Beye and Dan Prill.





ELT Instructors (l-r), Peter Graf, Hugh Wilkins and Ray Sanders are simply the best when it comes to ELT's, which at times can prove to be quite a mystery.



Survival participants got a chance to try out some of the signal devices that are recommended for a survival kit.



ELT participants took on the task of finding the hidden ELT's on the Kalispell City Airport – instructors said this year's group was tough to fool.



Lunch is served in the National Guard facilities which works out great due to the busy schedule, it also gives pilot's a chance to get their log books signed and share stories about their action packed day.



Sunday mornings survival group arrived ready and rested for a fun filled day of instruction from Emergency Response International gurus Skip Stoffel and Paul Green.



Green in the Left Seat

By: Mike Quinn, Aviation Support Officer

Now I live by the adage that you are always a student in an airplane, and that the minute you forget that fact you learn The Last Lesson. “Experience is a wonderful teacher,” as Sparky put it, “But it gives the test first and the lesson afterwards.” So started my lessons at the Montana Mountain Search Pilot Clinic (MSPC). I was one of thirty lucky pilots selected to partake in this annual training weekend – one designed with safety in mind: nothing more, nothing less. And as far as organized training events go, this clinic was second to none. Period. The timelines were tight, so the information was succinct, to the point, and one hundred percent need-to-know. As a student, I felt like someone had jammed a fire hose in my mouth and opened the hydrant full. Yet the classes ran smoothly - almost effortlessly - with no pauses in the pace for “What did I want to say next?”

As a member of Montana Aeronautics, I also had access “behind the scenes” and saw just how hard the organizers worked to give the students the façade that everything was hunky-dory. And in all actuality, it was. Sure, there were one or two mechanical troubles (Sparky kept breaking planes), but that’s aviation, isn’t it? Shuttles were on time, lunch was always fantastic, and the planes were fueled and ready to go. The funny thing was that it was so organized and regimented that it felt like summer camp: we all were issued the same cute little blue hat (which read “Mountain Search Pilot”), and were herded around like lemmings from one ground school to the next.

But this wasn’t your ordinary camp, thankyouverymuch. It was *a Pilot Camp*, and there wasn’t a dull moment during the entire event. At Survival Class we got to play with matches, were *forced* to start a fire using flints and tinder (you no make-ah da fire, you no pass-ah da class), got to blind the instructors with signal mirrors (take THAT survival-guy!), and *everybody* had to exhibit the successful ability to use a pyrotechnic signaling device (the flares were cool, but I don’t think the instructors enjoyed me starting a small brush fire with my smoke signal). We learned that dirt really does burn (so long as you mix it with a gallon of av-gas and a quart of oil) and that plastic garbage sacs make very effective

raincoats (but *do* cut a hole in the top for your head, as suffocating yourself in a plastic bag after surviving a plane crash would be slightly ironic, if not embarrassing). But in all honesty, the true lesson from this class was that surviving a plane crash only *starts* with the ill-fated meeting of earth and airplane. From that point on you must use anything and everything available to you in order to survive until help arrives. Improvisation can be a major help, but preparedness beforehand is the real key: bring a survival kit.

Emergency Locator Transmitter (ELT) Class was incredibly informative, and was the point where I got serious “science camp” flashbacks. Picture this: nine or so newbie pilots with a big, funky antenna attached to an electronic box in our hands (with the speakers all making the same unending, “Wee-ooo wee-ooo wee-ooo” noise of an ELT), all running amok like hound dogs searching for the “magic box” on the grounds of an active airport. The instructors were excellent in describing the theories of tracking thoroughly, warning us of the hindrances of interference, and then sending us out across the airport to test what we had learned. They were very sneaky with the placement of the ELT’s, too – under hay bales, in hangers on a shelf, and even *inside* an instructor’s parked airplane. Thank goodness they weren’t sadistic. Me? I would’ve chucked it in the back of some passing pickup and *really* tested the students’ abilities as it drove away.

And then it was time to fly. It was time for the next chapter in my aviation education – it was time to learn safe mountain-flying techniques and mountain search. Believe it or not the MSPC is a volunteer-based clinic; the nominal fee is more of a deposit, as most of the funding for the clinic comes from the generous Montana pilots whose support for increased fuel tax legislation directly results in the ability to hold such worthwhile programs like the MSPC. We volunteer students all agreed that the quality of instruction was of such high caliber that if word to really get out; pilots would assuredly shell out thousands of dollars for a few hours of flight time from these instructors. Yes – my flight sensei names were Bill, Fred, Jeanne, Sparky, Wayne, and Wendy. To many those names

are commonplace, but I say to you this: Chuck Yeager taught us how to fly faster than sound, but he would learn mountain flying from these Jedi Masters. I count myself as one of the lucky to have done so.

Sorties worked as such: three students would meet their instructor at the plane, draw straws to see who would be the first victim, pile in the plane accordingly, and depart together from Kalispell City Airport under the direction of the instructor for one of the three wilderness strips located in the 1.5 million acre Bob Marshal Wilderness. Once at the wilderness strip, two students would de-plane and discuss quantum mechanics or similar topics, while the third would remain in the plane and sweat like an Enron executive at a congressional hearing while learning mountain flying. After about an hour, the plane would return, students would switch, and the process would repeat I learned over-the-top-and-down moves. I learned box-search patterns. I learned contouring. I learned **a lot**. Contouring is the one that everybody wants to do, and is the most unbelievable. You literally follow the contours of the earth, in and out and around steep mountain walls and valleys, swooping 500 feet off the trees, seemingly playing chicken with the mountain. After one heck of a weekend, I have confidence in the education and experience I have gained, and feel fortunate to have gained it from such able teachers. My mountain education has only just begun, but I feel that this clinic set a solid foundation from which to start. After all, you can’t get advanced until you learn the basics, and in the words of General Charles “Chuck” Yeager: “There is no such thing as a natural-born pilot.”

I don’t fly two thousand feet high anymore, as I have a newfound understanding and respect for our beloved mountains. I don’t fly twenty feet off the deck, either, as I don’t want to become a statistic, nor the unwilling target for a mountain search. But should I someday find myself on a rescue search mission getting battered around in the turbulent air, I know that I’ll be better able to handle a few of the hazards faced in mountain flying - with my spotter getting motion-sick in the right seat, and me right along side – feeling Green in the Left Seat.

Family Fly-In

The 16th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference was held August 9-11, 2002 in McCall, Idaho. Because of the importance of the safety conference and with limited funding from the FAA, the program was funded in great part and hosted by Idaho Aeronautics Division, McCall Chamber, McCall Mountain/Canyon Flying Seminars and the Idaho Aviation Association.

This unique fly-in offers pilots the opportunity to expand their aviation knowledge through various seminars, a clinic on density altitude and flights with the FAA PACE and Wings programs. Flight Instructors from throughout the northwest donate their professional instruction and personal time to pilots that participate in the FAA Wings Program, (which also, qualifies as a flight review for the pilots participating).

Greg Poe, professional aerobatic air show pilot and photographer was the Saturday night banquet speaker. Highlights of both the seminar and flying programs was the well-known aviation author and lecturer Rich "Spin Doctor" Stowell and the "famous mountain pilot guru" Sparky Imeson who presented emergency maneuvers and mountain flying respec-



Rich Stowell from Ventura, CA a master instructor specializing in emergency maneuvers, spins & aerobatics went for a "spin" with Jeanne MacPherson.

tively. Also, this year's participants were treated to presentations from the mountain flying ladies, Lori MacNichol and Amy Hoover, of 'McCall Mountain Flying Seminars'. Doug Parrot of Montana presented his "Back to Basics" program and Jeanne MacPherson of Montana Aeronautics Division helped with the Density Altitude Clinics.

If you did not get the chance to attend last year's family fly-in and aviation safety conference in McCall, plan a head for next summer. Dates to be forthcoming.



Jeanne measured the calculated take off distances to clear a 50' obstacle at McCall's high altitude airport on a high density day.

Grand Opening of Turf Runway



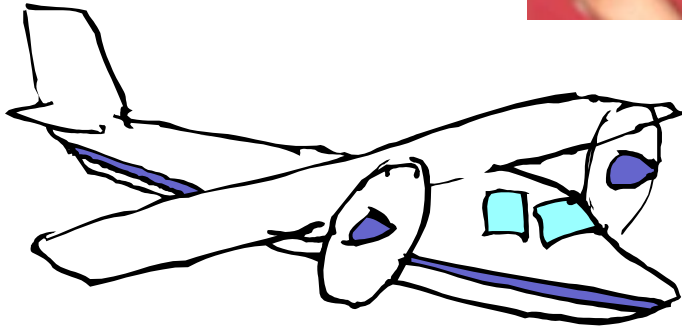
The Helena Regional Airport recently held its grand opening of the new turf runway located on the field. The celebration was followed by a barbeque hosted by the airport. Keith Werts, Helena Tower Chief; Ron Mercer, Helena Airport Director; Joe Roberts, former Helena Airport Authority member; Debbie Alke, Montana Aeronautics; Pete Sanders, Airport Bums Association; Jim Cottrill and Mitch Rygg, Helena Airport Authority members gather as Joe and Pete cut the ribbon.



Joe was instrumental in presenting this idea to the Airport Authority many years ago and made the inaugural flight to officially open the runway in his Aviat Husky. Many members of the Helena aviation community anxiously awaited Joe's landing (no pressure!) that came in at a perfect "10". Bob Davis tried out the strip next in Pete Sander's Hatz biplane. An unscheduled third airplane arrived, the Division's Bonanza flown by Jeanne MacPherson as she returned to Helena. Red Drennan presented a thank-you card to Ron Mercer for his dedication to this project on behalf of the entire Airport Bums Association.

Lincoln Airport Celebrates

A hangar party was held at the Lincoln Airport on September 4 to celebrate the new water well on the airport grounds. The 55 foot well puts out 17 gallons per minute and will be available for all pilot's use during summer months. Larry Tronstad and Bob and Karen Frank-Plumlee covered the cost of the well and pump house which is located next to the Frank-Plumlee hangar. Pictured are Eddy Grantier, Jeanne MacPherson, Karen & Bob Frank-Plumlee, Mike Rogan and Jerry Cain.



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